

INFORMATION REPORT

INTELLFAX 9

COUNTRY USSR (Estonian SSR)

CONFIDENTIAL

SUBJECT Tallinn Airfield
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1. The military airfield was 3 or 4 km east of Tallinn (59°26'N/24°45'E), Estonian SSR. There seemed to be a runway. A single-track railroad siding led to the field from the railroad line south of the airfield. The hangars at the field were destroyed. Several four-story gray barracks buildings were west of the landing field. There were obstacle lights at the field. A radio station with three radio towers was outside the field. Naval soldiers were frequently seen there. (1)

2. Flying activity: Four or five single-engine fighters firing at a sleeve target towed by a biplane, bombing near the coast by twin-engine formations. An Estonian said that a bombing range was on an island in the Tallinn area. Women and girls made parachute jumps from biplanes in the early evening hours if the air was calm. According to Estonians, woman employees at the Tallinn industrial plants were given routine training in parachuting, for which they were paid. (2)

3. The airfield east of Tallinn, about 1½x3 km, after 1945 was expanded to the northeast and east by PWs and Soviets. In January 1949 construction work started on a railroad siding of the Tallinn-Narva (59°23'N/28°12'E) railroad line, which ran south of the field. The work was scheduled to be completed by May 1950. Two hangars, two small buildings and two construction sites for buildings about the size of the hangars were in the southwestern corner of the field. (3)

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25X1A

4. PNs who worked at the field said that 60 to 70 IL-10s and about 20 biplanes were parked on the landing field. (4)
5. Individual flights with twin-engine aircraft and individual jumps from biplanes were observed.
6. The military airfield was about 150 meters south of the Tallinn-Maardu-Narva road. A concrete road led from the main road to the northwestern corner of the landing field and terminated in a concrete parking site near the hangars. There was no runway or taxiway. The surface of the field consisted of a rolled grass cover on a stony subgrade. Eight to ten revetments for fighters were on the northern edge of the landing field. They were surrounded by a 1-meter embankment and camouflaged with tree branches and netting. (3)
7. Four or five of the 10 hangars were destroyed and were being stripped. The hangar farthest to the south was improved for use as a repair hangar. Many two-family houses with an estimated capacity of 1,500 to 2,000 men were just west of the field. A filling station south of the field consisted of four large stationary containers, each with a capacity of 50,000 to 60,000 liters. The containers, which lay on the ground, were covered with earth and locked like hills. They covered an area of 20 to 30 x 100 meters and were arranged about 10 meters apart.
8. The landing field was marked off in a size of about 1 x 2 km. A revolving signal searchlight was on top of the northernmost hangar.
9. The field was permanently occupied by about 10 IL-2s, 20 to 25 single-engine fighters with in-line engines, and four or five Douglas transports. (4)
10. From one to five fighters simultaneously practiced firing at sleeve targets every day. Parachute jumps were made from biplanes.
11. The military airfield was 3 to 4 km east of Tallinn. The old road to Narva ran north of the field. A new highway was about 1½ km from the southern edge of the field. A railroad siding from the main railroad line south of the field crossed the new highway and led to the field from the west. A concrete parking site was in front of the four to six hangars in the northwestern corner of the landing field. Cantonment buildings and brick buildings bordered the field on the west. There were obstacle lights at the field. Lamps were along the runway and landing strip. (3)
12. The field was occupied by about 50 La-7s, similar to the German FW-190, low-wing monoplanes, with one radial engine, three-bladed propeller, noticeably wide landing gear, tail wheel and cockpit rather far to the rear; (5) about 30 Yak-11s, very similar to the Mi-109; and about five twin-engine Bostons with long cockpit and nose wheel. (6) Individual Tu-2s were occasionally seen at the field.
13. The fighters usually took off and landed in a tactical formation of four planes abreast and usually kept this formation while in the air. When flying the planes practiced firing at a sleeve target towed by a fighter. Three weapons fired from each plane. The target was attacked from above, the side and from below. The fighters also made low-level attacks with aircraft weapons at sea targets far at sea. Formation flying was frequently practiced, together with a formation of Tu-2 bombers which were escorted by fighters. Estonians said that an airfield where the Tu-2s were stationed was southwest of Tallinn. The escorting fighters flew in staggered formations of five above the bombers,

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ahead of them, behind them, and on both sides. The bombers were flying in squadron wedge formations of five planes each. (7)

14. A commercial airfield was on the southeastern perimeter of the town. Some of the hangars and buildings were gutted by fire. (1) Three or four hangars were rebuilt and used in 1949. A radio station with three wooden masts, about 7 meters high and arranged in a triangle on hills, was northwest of the field, between the railroad line to Narva and a large lake. Prior to June 1949 the field was occupied by 20 to 30 U-2 biplanes, 5 to 10 twin-engine Douglas commercial planes, and about five twin-engine Boston bombers.

25X1A

[] Comments:

- (1) Since both airfields are east of Tallinn it is often difficult to find out which field was observed. The statements by source 1 and 4 probably concern the Ulemiste airfield. The flying observed indicates that the field is being used as a commercial field and that a pilot school is stationed there.
- (2) There is probably parachuting by DOSAV.
- (3) The statements probably refer to the Lasnamae airfield.
- (4) According to previous reports and the observations made by [] other reporting sources, one fighter regiment is probably stationed at the field.
- (5) The description would indicate that the planes are LA-9s. However, the statements on the aircraft type observed contradict each other. Source 4 observed fighters with in-line engines.
- (6) As the Yak-11 is compared with the Me-109, it is possible that a Yak-9 was meant, instead of a Yak-11 with a radial engine.
- (7) The information on the flying activity indicates that a unit is stationed at the field instead of a fighter school. The five Bostons are apparently used for towing sleeve targets at which the fighters practiced firing.

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